of the Felix, early on Tuesday morning, after a pinced as in receipt of advices from all parts of the countries than before. The market advices are at favorable, as will be seen by our quotations

this port, a full account of which will be found ma. A small part of her cargo was for Taliti but the bulk of it for this port. It is supposed to be well insur-ed, as it is the custom of our merchants to insure in full their ship-ments from Boston to this port. Her cargo as she left Boston, will be Bund below, and comprised, as will be seen, a large

By advices received by the agent of the Norseman, i we understand that that vessel will discharge the and perhaps all her cargo at that port. The absence of this see and that of the Figetwood may create a deficiency in the polics expected for the fall season, but any scarcity can easily remained by importing from San Francisco.

Letters received from Capt. Paty state that the Palmer

id mil about one week after the Felix. She may therefore m looked for early next week.

We notice by the N. B. Shipping List, that some dissatisfue ion has arisen between the owners and agents of whale ships, mil the notices published reveal some of the dishonest tricks recount to in New Bedford. The particular case in dispute is the thip Dertmonth, which is now cruising of Peru. We shall der to this subject again.

We notice no improvement to any branch of trade. Quite a large suction sale took place yesterday at Mesers. Melchers & Co.'s, but prices generally ruled low. The sale will be continued

Sects saved from the wreck of the Virginia at Baker's shand, and brought up from thence by the Josephine, were sales AT AUCTION—By J. F. Colburn, Aug. 17—Bio

sth pants, \$3 75 @ \$3 88; blue cassimere do. \$3 @ \$3 06 sacy linen drill pants, & doz, \$14 25 @ \$15; blue wool shirts, dos, \$19 37 @ \$19 50; brown and white undershirts, \$2 50 9 53; regatta shirts, \$4 50 @ \$4 75; white shirts, \$5 87 @ \$9.

We note a few sales of importations per Felix: CEMENT—100 bbls sold for \$3 87∤ ₩ bbl. OATS-200 bags sold at 25 W tb. 60,000 og private term CKS-25,000 on private terms.

SAN FRANCISCO MARKETS.

Den salvices from the coast are to the 30th of July, embrac orly a mouth since our last previous advices. During tha d prices of almost all kinds of staples had been gradually

Scuas—Sules of China No. 1 at 7ic; choice N. O. 10jc. Of Sandwich Islands there was an auction sale of a part of the importation per Felix, as follows: 700 mats at \$6, and 56 hf bbis at \$6 76; also 50 do good quality at 10c, which fatter figure may be considered the quotation for our best quality. Refined had fallen to 11jc, at which figure it was duil.

Motasses—There were received by the Felix, from Honolulu, equal to 582 bbis molasses; of this a part was offered at auction,

a—Sales of Comestic California brands at \$3 50 @ \$9.

**reantile Gazette says: For any considerable parcel,
an domestic could not be quoted at over \$6 75 @ \$7 25,
a do over \$7 75 @ \$5 50 per 200 lbs. Wheat, is 42 \$5 50 per 200 its.

Wheat is bariey and outs had fallen. Wheat is quote tey \$1 10 60 \$1 12; per 100 its; and large sales

The new crop of Irish had come in freely, and prices had fallen to 1]c.

Omors—The market had declined from 1] @ 2c to 1] @ 1]c
per lb. Sales of about 1000 sks.

Hipper—Continue to arrive freely. Purchases of 3500 dry
California and Mexican at \$2 @ \$3 each.

Pric—We note sales at auction of the importation p.r Felix,
200 bales, at 14 @ 15c.

Onanges—The market is well supplied with oranges by late
arrivals from Tahiti; the May Queren's cargo, consisting of
195 M oranges, 4 M limes and 2 M cocoanuts, sold for \$4,500.

NEW BEDFORD OIL MARKET-Week ending June 27

Spans Ou. There is some inquiry, but purchasers are only cellined to operate at a decline, while holders do not manifest nies 450 bbis at \$1 30 and a lot of "heavy" at \$1 27.
arbor, 500 bbis sold at \$1 27j, delivered in New York.
Ott.—Although there is some inquiry, the sales are
al prices nominal. Sales 400 bbis at 48c, and 160 do

LATEST DATES, received at this Office.

For Say Francisco—Per Felix, soon, (uncertain.) For Kapai—per Execi, about Saturday. For Landva—per Manuokawai, Friday.

PORT OF HONOLULU, H. I.

ARRIVALS.

Aug. 13-Sch Mary, Berrill, from Kawalhae, with cattle and 13-Sch Kekanlushi, Marchant, from Kons, with hides

16—Sch Kamot, Wilbur, from Kahului and Lahaina, with cargo of wheat.
15—Sch Kamehameha IV., Keyte, from French Frigate 18 - sch Mannokawai, Beckly, from Kohala and Hana. DEPARTURES.

MEMORANDA.

es, with a heavy easterly swell, wind from N.E. to R. Metand N.W. point of Kauai, on the 10th. Latitude and longitude of French Frigate Shoals, by repeated observa-tions, lat. 250 45 N., long. 166 ° 25 W. Resour of Brig Josephine :- Sailed from Hope

the entire passage. July 21, lat. 2 deg. N. long, 156 deg. W., saw a bark standing to the N., probably the surne, which touched at Jarvis Island and two days previously for Honotulu-master sick. Arrived at two days previously for Honotulu-master sick. Arrived at trip Island the third of July. Found ships Polynesia and tro bring at the moorings, and the Gosport (just come down The Arms, Ballard, sailed for Humpton Roads and order the 5th of July, with a cargo of 1600 tons, The Victory left tole the 4th; the Polynesis to sail the 12th. The ryis Island the 16th of June for Hampton Roads and segs. July 11th, passed close by the south end of Section's listand. The 12h stopped five hours at McKean's to chiling and flowing to her hold, she having run on about 3, M., the little of May. The 22d May, the Captain, with nine hors, left in the long-best for the Feejee Islands to procure aspropert that the ship fremitor had been there, (no) and laid two days at the Company's moorings. shing returned to Baker's Island the same day

th 150 tons game, a lot of property saved from the wreck, at fourteen of the crew of the ship *Virginia*. From a paper and on Bahar's Island, we know that the men left there by us the previous trip left that island, going on board a French on the previous tro months previous to our arrival. We also whale ship, come two months previous to our arrival. We also whale ship, come two months previous to our arrival. We also whale ship, come two months previous to our arrival. We also whale ship, come two months previous to our arrival. We also whale ship, come two months previous to our arrival. We also whale ship, come two months previous to our arrival. We also and. Friday, 5th inst., passed close to the southward of Pal-myra Island. Have had light gales, with very fine weather.

Less of the Whate Ship Lexington.

The following inter, giving an account of the loss of the above ship, was communicated by Capt. Fisher to the Editor of the Friend, to whom we are indebted for it :

Gran, April 25, 1850.

Dran Sta:—I take this opportunity of writing you these fe lines, to give you an account of the loss of the ship Lexington of Nantucket, at Strong's Island, on the first of April.

We got under say about bull-past 5, A. M., with a fair wind the westward. Took the pilot on board, and also had two

The King with his boats left up to bur fate as soon as the shi ack the reef, but they came back afterwards in cances an s, surrounded the ship, plundering the crew of their clothing, og holes with their axes in the casks of oil, provisions, and ything they could by their hands on. They destroyed a rast amount of property, and everything that was portable hey carried off and hid in the bush, in spite of all that Mr.

ow and myself could do to stop them.

We owe a debt of gratitude to Mr. Snow for his valuable astrace in enabling us to save part of the oil and a few small his of provisions. If it had not been through his influence native who swam to the ship, it was very likely some lives would have been lost, as the reef was crowded with natives, all expert swimmers, and not another man would venture. Mr. Snow invited a number of us to his house, where we were hospitably entertained by himself and his excellent lady during

I managed, with the assistance of the crew, to save from 80 rrels of oil, which Mr. Snow has kindly promised to take charge of till he can dispose of it to advantage or ship it to the Sandwich Islands. I also recovered a few articles of clothing, which I found stowed away in the bush half a mile from

of New London, Captain Baltie, who very kindly received us on board his ship, and helped us as far as he could to clothing and other necessaries, and made us as comfortable as possible during our stay on board. We arrived at Guam on the 12th inst. in Captain Brooke, of the United States surveying schooner Feni-

more Cooper, at present lying here, has kindly promised to take an account of our condition to the authorities at Hongkong.

Los of Ship Virginia, of Liverpool.

Yours, &c., James Fisher, Master.

The following account of the loss of this ship was copied from se record book on the Island of New Nantucket :

The ship Virginia, of Liverpool, sailed from Melbourne, Australia, on February 21st, 1859, bound in search of guano islands. She put into Tahiti, sailed from there to Jarvis Island, and thence towards Enderbury's and this island (which is called Nantucket Island). Sighted it on May 16th. The Captain went n shore to survey the guano, came off again, and hoisted the boat up to the davits, and immediately after the ship struck and became a total wreck. The Captain staid on the island fill May 21st, when he took the long-boat and proceeded to the Feejee Islands, to procure assistance for us that remained here. The crew of the boat consisted of Capt. Jairus Withers, J. Beveridge, mate, five apprentices, and two others, leaving fourteen of SIGNED BY ONE OF THE CREW.

Craise of the "Gambia," Capt. N. C. Brooks.

PRABL AND HERMES GROUP. This group is in lat. 27 deg. 42 min. N., long. 175 deg. 48 min. W This group is in lat. 27 deg. 42 min. N., long. 175 deg. 48 min. W. They derive their name from the ships Pearl and Hermes which were wrecked there in 1822. Our fellow townsmen, J. Robinson and R. Lawrence, were on board one of the ships: the time. A reef is laid down on most charts, 60 miles to the N. E. and S. W., which does not exist. The group consists of 12 islands, surrounded by a reef 50 miles in circumference, on which the sea breaks heavily. It is open from the W. There is a lagoon inside, where I found from 5 to 15 fathoms, within 2 miles of the land. A vessel may approach from any point. The largest island, which bears E. by S. § S. from the entrance, may be approached within two miles safely. There is good anchorage outside in from 8 to 12 fathoms on the N. W. side. Current sets to the N. and S. at the rate of 2 knots. Tide rises 24 ent sets to the N. and S. at the rate of 2 knots. Tide rises 24 oches—the prevailing winds being from the E. S. E.

The largest islands are covered with coarse grass and trees. saw the remains of the two wrecks, the keel, stem and stern

I saw the remains of the two wrecks, the keel, stem and stern post, with three iron tanks, still standing. I brought away a wooden mortar used by the party on shore. The remains of the camp still exist on the large Island. I took possession of this group. A bank makes off to the E. and N. for about a mile, and to the W. for several miles, with from 8 to 16 fathoms, with no dangers outside the breakers. Plenty of fish and turtle. We passed over a shoal about 40 miles W. by N. from Pearl and Hermes group and shoal, running N. and S. with 14 fathoms water. Could see bottom clear and distinctly. Also passed over the position of an island hid down in lat. 28 deg. 12 min. N., long, 176 deg. 50 min. W., but saw no land. OCKAN ISLAND OR GROUP.

Ocean, Cure, and Staves Island are the same, in lat. 28 deg 4 min. N., long. 178 deg. 24 min. W., consisting of 3 small islands or rocks, surrounded by a reef 30 miles in circumference his is the island on which Capts. King and Molteno were recked in the Gledstone. The American whale ship Parker ras also lost here. A bank makes off around this reef at a distance of a mile with 25 to 30 fathous water. The 3 islands are on a line E. and W.: the surf makes off to the E. quarter of the N. W. point of the breakers N., in water from 7 to 12 fath-oms, 1 mile from the rect. Current sets N. and S. about 2 knots; tide rises 22 inches. They can be approached from any point and can be seen from the masthead 8 miles, being about 20 feet high and covered with bushes. On the N. end of the large island, which is 3½ miles long by 1½ miles wide, there has been a lagoon, but it is now overgrown. On this island I found the remains of a wreck of a merchantman, which had evidently been recently lost. She was not an American vessel. I found the beach recently lost. She was not an American vessel. I found the beach strewn with remains of the cargo and wreck, consisting of bamboos, China mats, and tubs. The vessel was undoubtedly from China or Manila. On the N. end I found washed ashore the broadside of the vessel, that had the fore and main channels on from plankshear to below 6 sheets copper. I brought away copper and door locks which I found on her cabin doors on the beach. On the stern of a jolly boat I found the name Isaac Holder branded, probably the builder's name. Good water may be obtained on this island. The second island in size is about 2 miles long and half a mile wide, with little vestelation, few fowls side the reef are two islands, which I called Middlebrook Islands. They are from 4½ to 5 miles in length, and 2 to 2½ miles in breadth. The reef can be approached from any point. No dangers exist outside the line of breakers. The reef is open for 3 miles on the W. side. There is good unchorage outside, in from 9 to 13 fathoms water. Inside the reef is a beautiful lagoon, with from 4 to 14 fathoms water to within half a mile of the S. W. hight of the eastern island. The islands are 3 miles apart, and can be seen on a clear day from the masthead 10 miles, one being about 40 feet high. They are covered with myriads of fowls and eggs and but little vegetation. I dug a well on the largest, erected a flag staff, and left notice of possession. Also left a party in possession, consisting of a Kamschatka dog. On the N. W. and S. W. sides, inside the breakers, is a matural sea wall 4 feet high, perfectly level, and extending for 5

Sale of Whalers .- Messrs. Williams & Haven vesterday Sale of Whalens.—Messrs. Williams & Haven yesterday sold the ship Alexander to a Boston house for \$4000. Mr. Thomas Fitch sold on the same day the bark Zoe, to C. A. Williams & Co., of Honolulu, S. I. The Zoe will be sent to the Islands and will take freight on her voyage out.—N. L. Chron-

CARGO OF CLIPPER SHIP PLEETWOOD-LOST OFF CAPE HORS. Meats, kegs..... indy, galls.

PASSENGERS.

Per Josephine—from Baker's Island, August 16—N Allen, ir Baker, T Hazard, C Anderson, H Christy, J Humphreys, Cox, C Wilson, F Silva, G Cooner, D Anderson, R Clelland, Pierce, W Brown, E G Maury—being the crew of shipwrecked

Hawatt-per Kekauluohi, Aug. 18-Miss Mary nma Smith, Messrs Cook and Clark. To Lahaine ek passengers, r Kamol, Aug 16—Mrs C B Andrews, A Russell, Master and Miss Baldwin

IMPORTS.

FROM SAN FRANCISCO, PER FELIX, AUGUST 16. Johnson—2cs books, 9 cs mdsc.

A & H F Poor—9 cs and 211 bxs mdsc, 10 cs sardines.

7 Ching—3 bndis tes, 2 cs opium.

P Everett—3 bales stencil plates, 1 bx mdsc.

S & M S Grinbaum—24 cs mdsc.

Savidge—110 pkgs groceries.
order—22 es mése.
T Lawton—25 hags potatoes, 2 do onions
W Tallant—80 pkgs mése. N W Tallant—80 pkgs malee.

II M Whitney—4 es printing paper, inks, &c.

II F Snow—50 bbls cement, 25 bxs candles.

G P Juidd—2 springs.

Dr Pon Han—3 pkgs optum.

Atong-120 pkgs mdse.

J C Spakling-21 cs mdse-65 bags oats From BARRE'S ISLAND—per Josephine, Aug 16—180 uano, and surdries saved from wrecked ship Virginia.

SPECIAL BUSINESS NOTICE. Remittances for the COMMUNICIAL ADVERTISER may be sent in oin by mail to the publisher, or through an agent. Back numers can be supplied to such as wish them. Copies for mailing,
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THE PACIFIC

Commercial Advertiser.

THURSDAY, AUGUST 18. We alluded last week to the fact that the government had granted to C. C. Harris, Esq., certain privileges in the gathering of pulu, pia, and fungus from the waste government lands on Hawaii. In the Polynesian, we find the terms of the contract as given officially on the part of the Minister of the Interior, as follows:

1. The Minister grants to C. C. Harris the exclusive privilege, for six months from the 30th of July last, to take from all the government lands in all the districts of Hawaii as much pulu, arrowroot and fungus as they can collect during that time.

2. C. C. H. pays to the Department of the Interior one hundred and fifty dollars monthly during the continuation of said privilege, and is to render to the Minister a statement of the quantities of these articles collected by him during each month, and such other statistics connected with the business as may 3. This privilege does not extend to any govern-

ment land which may be leased or sold by the government subsequent to the date of the grant, but only to lands in its possession at the time being; but C. C. H. to have the refusal of such land or lands on the terms offered by any other party. Also right of native tenants to gather for their private use to be respected. ulates for the renewal of the privilege at the expiration of the time, ceeteris paribus and mutandis nutatis; with an increase of payment proportionate to the increase of the business, 20,000 pounds a month from the government lands being the basis of

the present arrangement. To understand the operation which this new order will have, it is necessary here to state some facts relating to the traffic in pia, pulu, and fungus. The gathering of these articles has been from time immemorial common to all who chose to obtain them. The government lands are said to embrace about three-fourths of all the lands on which these products exist to any extent. On every part of Hawaii there are retail dealers, who trade with the natives, some of them principally on credit. A shop dealer or a peddler will sell all he can to a native, who promises to pay in retorn pia, fungus or pulu at so much a pound. These articles, therefore, constitute, in some sense. the currency of that island, the shopkeeper taking them as coin in payment for his goods. The traffic is not confined merely to one or two firms. but nearly every dealer in merchandize, deals more or less in them. There are on Hawaii over forty storekeepers and peddlers, and though a few of these may not deal to any extent in the articles specified, from the fact that they are not located in favorable districts, vet as a general thing pulu and pia are received largely in payment for goods by the foreign traders, and fungus chiefly by Chinamen, and on this latter class, who as traders are generally inoffensive and quiet citizens, the operation of this contract will

be exceedingly oppressive and impolitic. The practical effect of this new edict the government will be to utterly destroy the business of from thirty to forty dealers on Hawaii for the benefit of one. Here, then, we have a monopoly granted to the detriment of the trade and interests of a large class of worthy persons, who are now left to shift as best they can. Is not this a gross injustice? Is it not openly in violation of the constitution? Are the public interests thus to be sacrificed by the government?

The assertion that any man who choses to avail himself of the privilege granted to C. C. Harris; can do so by leasing or buying the government lands on which pulu grows, is utterly false and unfounded, if the official statement of the contract is reliable, inasmuch as that gentleman has the refusal of the lease or purchase of any or all the said government lands, at the same terms offered by other parties, which, if we know its meaning in common usage, bars all other appli-

Viewing this transaction in this light, is it not a gross injustice to private interests? Is it not openly in violation of the rights guaranteed by by the constitution? Every foreigner who is engaged in trade on Hawaii, entered into his business with faith that the government would not deprive him unawares of those privileges which custom and usage allowed him. The granting therefore, of any monopoly to one person or even two or three, where there are others with ample capital, ready and willing to comply with the terms on which such monopoly is granted, is unconstitutional and unjust. The constitution is explicit on this point, and we quote it :

ART. 14. The King conducts His Government for the common good; for the protection, safety, pros-perity and happiness of His people; and not for the profit, honor, or private interest of any one man, family or class of men among His subjects. Therefore in making laws for the nation, regard shall be had to the protection, interest and welfare not only of the King, the Chiefs, and rulers, but of all the

The 8th section of the new Code, published another part of this paper, also expressly declares that any act done in contravention of a prohibistitution quoted above was evidently inserted to restrain the government from granting any monopoly or privilege to the injury of the interests of any of its subjects.

For some time past the government or its officers, have thought that some revenue ought to be derived from the produce of the public lands on Hawaii. That certainly is right and just. To this end, the governess of that island last winter tabued the gathering of pulu on the public lands. This act was not approved of by the government here, and the tabu was repealed, as unjust. But in principle, the present act is more unjust than the former, inasmuch as, instead of tabuing it to all, it tabus the traffic to all exceptng only one firm.

But it will be asked, if it is right for the government to derive a profit from the product of its lands, how shall it be effected ?- Certainly it can he done in some more just manner than by ruinthe business of thirty or forty merchants for of one firm. There are different ways same end could be attained without my one. First, by issuing licenses

necessary. If the license system were thus fixed on, the field is left open to all, and the dealer who has the most enterprise and energy can secure the largest trade. Such dealers would probably find it for their interest to take out the licenses themelves and give them to the natives, who were employed by them. The system of licensing is undoubtedly the best and most equitable.

The same end, viz: that of deriving a reven from the product, might be had by imposing an export duty; but this would not be so just as the other mode, inasmuch as it would have to include the produce of private lands as well as that gathered from the public lands. Besides, resort has never been had here to export duties on any produce, and it is questionable, whether it is wise policy to commerce it.

We trust that the government, before the expiration of the six months to which the present monopoly is limited, may fix on some more equitable mode of deriving a revenue from the gathering of pulu from the public domain. We find no fault with the parties who have obtained the benefit of the contract for their zeal in endeavoring to extend their trade; but we do think the government is justly blameable for sacrificing the private interests of a large number of its people in the way which has been done.

We commence to-day the official publication o the Civil Code passed by the last Legislature, under an arrangement made with the Minister o the Interior. Although the Polynesian is by law and usage the official medium of publication of the laws, yet the government has in this case very properly selected the only medium through which the Code will meet a general circulation throughout the islands. Such has been the general desire to see the Code, that we did not hesitate to undertake its publication at less than the actual cost. The Polynesian is published ostensibly to promulgate the laws, but so far has it degenerated, that its columns from week to week are filled with little else than senseless twaddle and jargon. while they might be properly employed in the legitimate work assigned to it.

The heavy cost of \$12,000 or more annually ncurred in sustaining the government newspaper stablishment, although a burdensome tax on its depleted treasury, would in a measure be overooked, did its official organ confine itself to its proper sphere and do, or offer at least to do, what the public expect from it, instead of making its chief object how it can supplant to the greatest extent a rival journal, supported by individual industry and enterprise.

NOTES OF THE WEEK.

THE STEAMER.-We learn, with pleasure, from Messrs. C. A. Williams & Co., that they have received advices by the last mail, of the completion of a contract for a steamer, to be built in Boston, for our island trade. The vessel is to be a propeller, of 356 tons, of brigantine rig, 25-inch cylinder, 30-inch stroke, with a screw of 9 feet diameter. She is guar- from the districts The new tax law is very offensive by the 1st of November, and will sail as soon thereafter as she can be dispatched. She will come out under command of Capt. Bush, late of the Alexander. If these plans are carried out, we may expect to see her here before the end of March next. The infornation which Mr. Williams gathered while here, will, we are confident, enable him to get a vessel in every respect adapted to the wants of our island travel.

ON THE ESPLANADE .- From the Polynesian we learn with pleasure that Messrs. A. Harris & Co. have leased the two lots next to the Custom House lots, and contracted for and will immediately build. a produce warehouse 80 feet long by 20 wide, with windows 8 feet high at intervals of 5 feet, with sliding blinds, so that half the house can be thrown pen. A counting room 30x20 will also be erected. rounded by verandahs. The lots will be comletely enclosed by a close board fence, 7 feet high, ording sufficient space for the caring of their proce, now entirely performed at Honolulu, and the carrying out of their arrangements for pressing and hipment to San Francisco and other markets, which have been brought to great perfection, through their ong experience in the business.

VERY ENTERPRISING .- The Polynesian is bent on maintaining its reputation as the fastest terrapin in the country. A week ago last Monday, it got out an extra (under the modest head of Supplement) with the news of the Vulture about eight hours after the the same had been circulated about town by us. On Tuesday last, a little before sundown, they got out another Extra or, "Supplement," announcing the foreign news which arrived early in the morning of that day, and which everybody in town had already read. This is rather small business for the official gazette, which would much better subserve the public interests by at least attempting to publish the laws of the Kingdom, for which purpose only it is supported, instead of forcing the government to resort to the columns of an independent journal, to get its work done almost as a gratuity.

CHAMBER OF COMMERCE .- A meeting of this body took place on Friday last to confer on the subject of age regulations, which the government propose to modify. Some alterations were suggested at the meeting, which will probably be coincided in by the government, and the rates be published in a few days.

- The recent action of the government in granting exclusive privileges in respect to the gathering of pulu, pia, &c., on Hawaii; was also brought up. The general opinion appeared to be that it was not the province of the Chamber to act on it. A Committee of three was, however, appointed to learn the facts of the case and report to a future meeting, if deemed

DEATH OF JOSEPH JACKSON, Eso.-Mr. Jackson, who has filled the office of Postmaster General for me three years past, died at his residence in Honolulu on Sabbath evening last. He came to these islands in 1856, seeking relief from a pulmonary complaint, from which he has suffered during his entire residence here. As an officer of the government as well as a private citizen, he has enjoyed the fullest respect, and his death will be a loss to our little community, which we can illy afford. He leaves a widow and two children. His funeral was attended on Monday afternoon by the Masonic Fraternity, and his remains deposited in the grave lot owned by the

PERSONAL -We have great pleasure in stating that it is the intention of our worthy fellow citizen, W. K. S. to return again to town in all next week. His heavy baggage arrived per Maria, which we consider a voucher for our statement. We are happy to learn that his health is fully re-established. This has been effected by the very active life led on the heights of Haleakala, where his scientific researches and discoveries are of a nature that will tend materially to ameliorate the sufferings of the human race.

PILOTS .- We learn with pleasure that Captain J. Meek has been appointed a pilot in addition to Messrs. Luce and Howland. There are times during the busy season, when the services of a third pilot are cessary, and the above appointment is but a repectful testimonial to one of our oldest and most emed residents. SAILOR'S HOME .- A meeting of the Trustees of this nstitution took place on Friday evening last, to

make arrangements for the coming fall season. The

management will continue as at present under the

charge of Mrs. Thrum, who has thus far given great

satisfaction both to the Trustees and the many patrons of the Home. THE BOYAL PROGRESS .- Their Majesties left Lasains on Tuesday of last week for Walluku, where till last Tuesday, when they proc

KOTES OF THE WEEK.

OFFICIAL INSULT.-We have rarely seen in print : ore mean and insulting attack on an unoffending caman than is contained in the following scurrilo item from the last Polynesian. A man who can write such slang about a fellow, placed unfortunately n circumstances exciting public sympathy, has heart smaller than a wasp's, and if a father, should be ashamed to raise his head in a community like hat of Honolulu. For humanity's sake, we must protest against the Hawaiian Government lending its official organ to become the tool and medium of such base attacks on strangers visiting one of its ports:

"PHILOPROGENITIVENESS .- Since the old New England Primer in early years raised our sympathies for a fellow creature's suffering, by depicting in a cele-brated wood cut the roasting at the stake, by "the Myrmidons of Bloody Mary, of infamous memory, of the Rev. John Rodgers, Mrs. Rodgers and nine children, the youngest at the breas:, and the sufferings of that family, they have never been so excited as by the perusal of the awful trials that one of the seaman of the Orestes would have had to undergo i the vessel had sailed, more especially as the husband of a wife and the father of five small children. Old achelors should take warning, and embrace the earliest opportunity to provide themselves with these aids to popular sympathy, as they are such crying helps for an appeal to the good offices of friendly editors."—The above is from the official organ of the Hawaiian Goovernment.

QUERIES AND ANSWERS .- Offered by a contributor. for amusement in the dull and warm weather, suggested by reading late papers by the mail. Q .- Is the Austrian General Commanding, Count Gyulai, any relation to the " Fourth of July? If so.

he is fighting on the wrong side. A .- Quien sabe-ask the Doctor.

Q .- How do you account for England's earnest wish for neutrality in the present state of affairs in A .- From her natural antipathy to a "War of Independence."

Q .- In what manner do the " Zouaves" fight > A .- "Suaviter (Zouaviter) in modo." "Fortiter (Forty Tars) in re." The last was too much; exit contributor, exhauste

WRECKS.-It is seldom that we are called on publish the notices of two wrecks in one paper. Unler the head of our shipping memoranda will be found the particulars of the whaleship Lexington, of Nantucket, and ship Virginia, of Liverpool. The latter was a staunch ship of 762 tons register, English onnage. Her crew came up from Baker's Island in the brig Josephine. -

FROM THE WRECK OF THE LANCASTER. -The schoon r John Young returned on Sanday last from the above wreck, and reports everything going on favorably. A derrick had been rigged for hoisting the quicksilver from its bed, and seven flasks raised in good condition. The whole fifty flacks will doubtless be secured. These are worth fifty to sixty dollars each. A large quantity of spars and other effects and also been saved.

CIVIL WAR .- Cap it be that our law-abiding Hawaiians are rising up against the authorities? A report comes that in Kau, Hawaii, the people have risen en masse and driven the tax assessors by force that the combined forces of the Rifles and Dashaways may yet have to be called out to suppress the movement on that island. OPIUM.-We notice that the importations of this

narcotic are on the increase. By the last two arrivals, over 3700 taels have been imported, amounting to some 5500 ounces in weight. It would perhaps be well for the authorities to inquire what becomes of all this, and whether its use is becoming prevalent among the natives. THE DASHAWAYS .- This society continues to flourish and has now over sixty members. Mr. N. L. Ingols

delivered an address on Saturday evening, before the order, which has been spoken of as one of the finest literary productions ever delivered in Honolulu. FETE NAPOLEON .- This anniversary of the French Emperor occurred on Monday last, and was observed with the usual exercises at the Catholic Church.

gave a ball at his residence. THE POST-OFFICE.-A. K. Clark, Esq., has been appointed by the Minister of the Interior, Acting Postmaster-General, till the pleasure of His Majesty (who is now on Maui) is known. We learn that there

In the evening, His Ex. the French Commissioner

LAST PAGE.-The first few chapters of the Civil Code will be found on our fourth page. All our readers should peruse and preserve a copy of the law. The law will be published entire in our paper.

are at least four applicants for the vacancy.

The Schooner Kamehameha IV., for the safety of which some fears had arisen, returned this morn ing from French Frigate Shoal, bringing a portion of the effects of the ship South Seaman. The Frances Palmer will probably be in on

Monday or Tuesday of next week. She will bring no Eastern mail, but will have the California mail. RAIN.-The heavy rain on Monday last, was re freshing. It was needed not only here, but all-over

OAHU COLLEGE. - The annual term of this institution commenced yesterday. The scholars have not all arrived yet from their summer vacation

the islands, and gave the pastures and valleys a good

THANKS .- We are indebted to Freeman & Co.'s Express for the latest American and California papers

Particulars of the Loss of the "Fleetwood." The Ship Fteetwood of Boston, Capt. Dale, which ailed from that port on the 9th of February for the Society Islands, was lost off Cape Horn on the 4th of May, by running foul of an iceberg. The ship sank in a few hours, compelling officers and crew to take to the boats. The Captain had his wife and child on poard. The mate, Mr. Babson, and four seamen, were allen in with and carried to Pernambuco, and all adly frost-bitten. The captain and sixteen of the rew took to another boat, but it is not known whether they were picked up. The following account of this disaster was given to

the Daily Times by Mr. Babson :

The Fleetwood, Capt Dale, sailed from Boston or th February, with an assorted cargo for the Society Islands, having, among other things, twenty-five nests of boats, six in a nest. Nothing unusual hapened until the ship arrived off Cape Horn, when in at. 60° south, lon. 71° west, while going twelve knots an hour, before a heavy northeast gale of wind, on the night of the 4th of May, the ship struck an ice-berg which carried away her bowsprit, stove in her ws, starting all the wood-ends forward, and leaving her in a sinking condition. The pumps were ounded, when she was found to be leaking very fast. The hatches were opened, and the cargo broken out forward and thrown overboard, with the hope of getng at the leak, as well as to lighten the vessel. As it was found impossible to save the ship in this way, the captain ordered a portion of the crew to work at the pumps, while he with the rest cleared away the boats, and made preparations to leave the ship. The ship sank so fast there was little time for preparaship sank so fast there was little time for prepara-tion, but Mr. Babson states that the boats were well supplied. He, Babson, launched his boat first, but it had been partially stove, and only four of the crew, three men and a boy, whose names are not given, got into it with him. They then shoved off, at 3 o'clock in the morning, but remained in sight of the wreck.

At daylight he returned to the ship, and found everything swept from off deck, the houses and bulwarks gone, and the sea breaking over her. Mr. Babson supposed that the captain took one or more of the surf-boats, of which they had several for the mission-aries at the Islands, and that he escaped safely from the ship. The captain bad with him his wife, in a elicate situation, and one child, there being also sixteen of the crew, besides the four in the mate's boat. teen of the crew, besides the four in the mate's boat. If they all took to one boat they would have boen dangerously crowded, but divided into two boats he thinks they had a chance to survive and be picked up, or to reach land. The weather, however, was very cold, a "regular Cape Horn gale was blowing," and a heavy sea running. The mate's boat had a sail, and all the provisions they required excepting there was a limited supply of water.

On the second or third day they saw a ship, and made every possible effort to attract their attention, but also went past them without seeing the boat. The saferings of the crew were very great from the cold, less making continually.

ustion they were fallen in with (May 10) by the British bark—, Capt Williams, from Valparaiso, bound to Liverpool, and taken on board. Their wants were humanely attended to by Captain Williams, clothes and medicine were provided, and everything done to make them comfortable. They arrived at done to make them comfortable. The Pernambuco on the 3d of June. The r ceived into the Hospital. The boy had a portion of his feet amputated, and should he survive, would be erippled. The others were doing well. Captain Dale told Mr. Babson he should endeavor to reach Falkland Islands. From the fact that they were on the track of vessels, he expresses the opinion that the may have been rescued, like themselves, by a passel. Mr. Babson hurried off to Boston by Sound steamer, and did not furnish the names of the

bark which picked him up. The Fleetwood was 668 tons register, classed A. 1, milt at Portsmouth, N. H., 1852, and was owned in Boston by F. Dale and others.

[Correspondence Pac. Commercial Advertiser.

persons saved in his boat, nor the name of the

Coasters and Consting. Honolule, August 8, 1859.

MR. EDITOR :- Every newspaper scribbler who has ever had occasion to voyage in our island coasters. has left behind him in books, or in the public prints, a record of sufferings sustained on the voyage, an anathema on all crowded coasters, and a feeble plaint for "steamers." Those who don't scribble tell mournful stories to their friends of their distresses. and feelingly describe the crowded decks, and the many discomforts incurred during the long calms and heats that almost always occur at some points in the different channels. It does not require a very extensive inquiry to verify these statements. They are true beyond a peradventure, only the half has not been told; probably because seven-eighths of our foreign population have at some time or other indulged in a coasting trip, and do not need to be reminded of what has been a strictly Hawaiian "institution" from the time the first pasenger craft plowed the waters of the channel.

We boast of our wonderful advancement in civilization and in the acquisition of those numerous appliances to public and domestic convenience which are seldom seen away from the first class cities. It is scarcely necessary to particularize, we are a metropolis-almost. Another noteworthy fact of which we boast is, that the other islands are rapidly becoming populated, and not alone by the sterner sex. but ladies, and real ladies, too, are finding their way to the remotest parts of the other islands. Any one who reads your paper can see by the "domestic passenger list," that the foreign passenger travel is increasing among the islands, and the names of ladies figure largely in the lists. Yet, with all these facts and figures before us, we still find the same management of coasters as of yore, and the same keen discomforts and sufferings endured by foreign passengers.

The story is always the same in substance. The native deck passenger comes aboard, spreads his mat on the best part of the quarter deck, assembles on it his wife and keikis, his mangy dog, his calabashes of ancient fish and sour poi, and perhaps a pig besides. For this he pays two dollars, with perhaps a quarter or so more for the pig, and he makes himself as happy as a lord. Others follow in his wake, and the quarter deck and cabin deck are soon densely crowded with just such family parties as above described, except perhaps that some of the dogs are sicker than others. A gentleman and his wife, or a number of gentlemen and ladies, now present themselves. These are cabin passengers, mind you; they pay from \$6 to \$8 each, and are entitled to eat boiled beef and potatoes, and sleep there, if they can. The cabin is ventilated by skylights, differently arranged in different vessels, but generally under the control of the deck passengers, who close them when they please to. by means of the variegated awnings which they spread over their heads to keep off the heat. What little air does descend is loaded with a greater variety of smells than Coleridge found at Cologne, the principal of which are tobacco-pipe smoke, rancid fish, steaming natives, etc., etc.

The voyage commences, and a calm or a mild breeze is met with next morning under Molokai. The ladies and other cabin passengers find their quarters intolerably hot and close, and seek the deck, but can scarce move an inch beyond the companionway. Standing in the sun a few minutes, till the roasting process commences, they discover that one side of the quarter deck is shaded by the mainsail, but within the limits of the shade is crowded a dense mass of human beings, deck passengers. "Captain." savs a sufferer, "can't you clear a space among these natives and give these ladies a chance to breathe'?" " Oh no! I couldn't disturb them; it wouldn't do: you know we make most of our money out of native passengers, and we have to treat them kindly, or the vessel gets a bad name. But if there is anything else I can do for you, I should be pleased to do it. I ev of the new Government until a future day. wish to make my cabin passengers comfortable." the party descends into the cabin again, and, oh ! the headaches and suffering; but we won't attempt

Now, Mr. Editor, where's the remedy for this? Let some one speak out, for it is time that this matter was thoroughly discussed and ventilated. Don't talk about " patience" and " steamers;" it will be years before a steamer will run regularly to Hawaii. Answer, ye lawyers. (but don't expect a fee.) does not the common law of England and America compe passenger vessels to keep their steerage passengers forward of the mainmast? If it don't, it is the universal custom, all over the world, even in the smallest class of packets. If the law be as above, why cannot we coasting passengers assert our rights, and demand a clear quarter deck? But here another question arises. Owners of coasters coolly assert that foreign passengers must have the quarter deck, they won't carry any foreign passengers. Another nut for the lawyers this. Can they do it? Can a 'common carrier' refuse one class of "peeps" as passengers and accept the other? I hope that some abler pen that mine will take up

this subject and " open up" the merits of the matter. Yours, &c., A TRAVELER,

The Bark "Orestes" Again.

MR. EDITOR,-SIR :- We, the junior officers, carenter, and crew of the Orestes, having read the paragraph in your valuable paper of this morning. beg to return you our sincere and heartfelt thanks, and to that unknown friend who has so kindly taken our cause in hand, and enlisted the public sympathy in our behalf. Had it not been for the stand we made in refusing to weigh anchor and the disinterestedness of our country's representative, we should have been forced to sea and most likely by this time have been forced to the tops or met with an untimely fate, As to the enginer it is perfectly useless in the hands of any but a practical man, and then only with partial ccess. The ship, instead of making only 84 inches per hour, is making ten inches per hour, which any gentleman can see by coming on board. We would express to you our heartfelt thanks for the interest shown us, and request that you will insert this in your paper. It is evident to us there are some thinking minds on shore that have some feeling towards Sailors, and don't consider us the brutes that some condemn us to be. Honolulu, August 11, 1859.

From the Guano Islands.

BAKER'S ISLAND, July 26, 1859. DEAR SIR :- We have at last made a commence ent on Baker's Island, and send the first cargo to Honolulu in the Josephine this trip. She made her passage to Jarvis in nine days, arriving on the 3d of July. The Argo sailed on the 5th, with 1592 tons of guano, and the Polynesia would sail on the 12th, with 1100 tons. She had then on board over 600 tons. I took my departure in the brig on the 7th instant, in company with Dr. Drysdale, Chemical Agent of the Company; Mr. Levi Chamberlain, two arpenters, and thirty-two native laborers; and touching at McKean's on our way, we arrived here on the 14th, where we found the ship Virginia, of Liverpool, a total wreck on the lee side of the island. The aptain and a part of the crew had gone in the ship's ong-boat to the Feejee Islands, leaving fourteen men on the island, who take passage in the Josephine to Honolulu to-day. Enclosed, I send an account of the accident, found recorded in the Memorandum Book of the island, written by one of the crew.

On the 16th instant, I took a short run over t Howland's Island, which you remember is owned by our company, but claimed by the United States Guano Company, and, sure enough, Capt. Pundleton had been thereas the Jesuston, but failing it is pre-

next !" The ship lay two days at the m by me during my last visit, and then looks paraiso. Capt. Pendleton was kind enough a cask of water and some potatoes on the which I wish to give him due credit. The of provisions, &c., enough to last until the the Josephine. The men are cont.

on the island until next January. At McKean's Island we found the M ding at the rate of 20 to 25 tons had then on board 450 tons. Gove works under many disadvantages, which remedied by the return of the Agale, but

ARRIVAL OF THE BARK

well under the circumstances.



Yours, &c.,

ater from the U. States and B.

The Bremen bark Felix arrived on Ton having had a long passage of 15 days from \$ sco. She sailed on the 1st of August, call two New York mails, those of June 20th and le Our advices from Europe (by telegraph) Orleans, are to the 30th of June. Below found a summary of American & European

Both the Pelix and Frances Palmer passages over, the former 22 days and the The Palmer would sail again for this port of 8th, and may be looked for by the 221 to 5. By some oversight the usual supply of Cas papers for this place were not put on bearithe and probably get on board the Palmer by California and the United States

From California the news is very means state of the markets is reported in our or plumns. The latest papers received from Net are to July 5, but telegraphic advices ta Sa leans are to the 12th of July. We notice that in St. Louis of our former townsman, R. H. L. He was the first agent in introducing intersteamers, and also practiced law in partnership Jas. D. Blair, Esq. of this city. The following the St. Louis letter of the S. F. Bulleten in the notice we find of his death :

"The many friends in California, of the Richard H. Bowlin, will grieve to learn that his more, having expired at his residence, in the on the evening of the 27th June. December of California, and at one in item of the Town Talk. On his return to this item of the Land Miles. he resumed the practice of the law, and his me one of the most distinguished mer ion in the State. He was a married thirty-seven years of age, and a brother to the James B. Bowlin. The bar have adopted a series resolutions eulogistic of the deceased.

liament of the Queen of England, and the fer probably the last of the Disraeli-Derby Govern was opened by a speech from the throne. In As usual, the greater part of the house and the leries were filled with ladies; but there was, as heless, a large number of peers present.

In consequence of the opposition majority is House of Commons on the vote of want of continue the Derby Ministry handed in their resignate the Queen, and requested her to select new shir The Queen summoned Lord Palmerston, as the er of the Opposition to form a new Cabinet A Cabinet had been formed, with Lord Palments Premier, and Lord John Russel as Secretary of

The new British Ministry had been officially nounced as follows : Viscount Palmerston—First Lord of the Treasury.

Hon. W. E. Gladstone—Chancellor of the Excheque.

Lord John Russell—Secretary of State Foreign Afain.

Duke of Newcastle—Secretary of State for Colonies.

Hon. Sydney Herbert—Secretary of State War Department.

Hon. Thos. Wood—Secretary of State India Post Department.

Duke of Somerset—First Lord of the Admirality.

Lord Campbell—Lord Chancillor.

Earl Granville—President of the Council.

eign Affairs.

Earl of Eglin—Postmaster-General.

Hon. Richard Cobden—President of Board of Trait.

Hon. Edward Cardwell—First Commissioner of the Board.

Hon, Sir A. Cockburn succeeds Lord Campie Lord Chief Justice. Parliament met onthe! when Lord Derby announced the resignation ministry. Earl Granville, the President of the cil said he would reserve his explanation of the

WARLINE.- Every available spot in the areas Woolwich, says the London Times, is now order to be taken up by the laboratory department, at to extend the facilities for the manufacture of and shell by accommodating as many aidin hands as may be requisite to meet the unpre-

demands now on hand. The War in Italy.

Our advices from the seat of war are to the 200 June. Our last previous dates were to the 6th, porting the battle of Magenta. Since that thes important engagements were the battles of Malag no on the Sth, and that of Mincio on the 24th of Ju The reports received of the battle of Magenta fully confirmed. The Ailies appear to have go

the best positions after the battle. McMahon, THE HERO OF MAGENTA .- All acce agree that the glory of Magenta is wholly to be cribed to General McMahon, whose appointments Marshal of France and Duke of Magenta has been

It appears that McMahon had no orders to prove to Magenta, but hearing the roar of battle, he raise ed on with his corps and gained the day. The Paris Moniteur states that the cont of the allied armies on the river Po, deceired Austrians into the belief that the allies intended march across that river on the morning of the

posite the Emperor Napoleon, and their attention and engaged by the division of grenadiers, who was obliged to contend against the disproportionate old.

The Austrians prisoners taken at the battle of the genta have been sent to Algiers, and are to be ployed upon the public works and in agricultude pursuits in Egypt. BATTLE OF MALAGNANO.

TURIN, June &

were pursued by the allies, and when at Malagant an engagement took place, during which the astrians lost 1500 killed, and 1200 were made prise ers. The battle lasted 9 hours, when both arms consed operations ceased operations. At the latest accounts they were

preparing for a general engagement.

After the engagement at Malagnano, the Austrias retreated to Lodi, on the Adda river (the bridge of Lodi), and had stationed themselves. The site Lodi) were advancing upon that point, where a battle vill doubtless take place.

Particulars have been received in regard to the section at Management of the section of the section

tion at Malagnano. Napoleon has received use imous praise from all military men for his strategical ENTRANCE OF THE ALLIES INTO MILAN.

On the 8th, Napoleon and Victor Emanuel made triumphal entry into Milan. The Austrians is evacuated Pavia.

After the entrance of the Allies into Milan, the capital of Tr. Des After the entrance of the Allies into Milah, capital of Lombardy, a grand mass with Te Deswas sung at the cathedral on the 9th of June, with Napoleon and Victor Emanuel attended. After church services their Majesties rode through principal streets of Milan, which were through the people. All the houses were decorated, and the greatest enthusinsm prevailed, and shouts of "Vist greatest enthusinsm prevailed, and shouts of "Vist Importance! Viva Italia! Viva libertate!" real the air.

The municipality of Milan delivered at headquarters, in the presence of the Emperor Louis Napoleos, the following address to the King of Sardinia.

"The municipality of Milan is proud of being side to make use of its most precious privilege in being to make use of its most precious privilege in being the interpreter of its fellow-citizens at this grave the interpreter of its fellow-citizens at this grave crisia. They are willing to renew the pact of ladden and to proclaim again before the Italian nation is great fact which has required eleven years for its development in the intelligence and hearts of the people. The annexation of Lombardy to Piedos has been this morning proclaimed by us, at the agree of the service of the service